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THE HONGKONG DISPENSARY.

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HONGKONG, 6th July, 1903.

Mr. Consul-General JAMES SCOTT'S report on the trade of Canton for the year 1902 has been issued by the Foreign Office, with the date May, 1903. It is a document of commendable conciseness, but it is furnished with full comparative tables of the principal articles of import and export during 1901 and 1902. The trade of 1902, reckoned in Haikwan taels, shows a large increase of some 33 per cent. over the figures of 1901, the previous best year. The total value last year was 80,725,943 Hk. Tls. as against Hk. Tls. 60,845,410 in 1901. The total is made up as follows:—Foreign imports Hk. Tls. 16,573,606; foreign exports, Hk. Tls. 36,614,264; native imports, Hk. Tls. 23,748,818; native exports, Hk. Tls. 3,792,255. Mr. Scott takes the figures for 1891, 1901, and 1902, and deduces a curious result. In silver value, the three years' totals were:—

	1891	1901	1902
Foreign trade	27,023,381	37,276,034	53,187,870
Domestic trade	18,458,136	23,469,376	27,541,073

Hk. Tls. 45,481,517 60,845,410 80,725,943
In sterling value, however, the totals appear as follows:—

	1891	1901	1902
	£11,216,094	£12,680,809	£10,090,993

Mr. Scott says:—"The fact remains that the volume of the trade as represented by the quantities involved, especially as regards exports to foreign countries, shows an extensive development; so that, however interesting the sterling returns may be from the standpoint of currency comparison, they do not in reality faithfully represent the growth of the trade, of which, in Canton, the largest portion is in foreign exports."

Mr. Scott accounts for the increase in 1902 over 1901 (the actual amount of which, in trade coming under the cognisance of the Imperial Maritime Customs is Hk. Tls. 19,882,533) by giving the following causes:—(1) the general tendency to expansion shown during 1901; (2) by the largely increased value of the silk export, which has been in the past greatly underestimated; and (3) by the additions to the steamer-borne cargo, the result of the transfer of the native customs to the direction of the Imperial Maritime Customs. As regard (2), he says, the corrections made resulted in an increase of the value of this export of some 9,000,000 taels; as regards (3), cotton, matting, oil, fish, and some yarn are now being largely shipped by steamer in preference to junk.

It does not of course follow that because of the large increase in trade mentioned above there was no cause for complaint last year. It is provided by the Tientsin treaty, Mr. Scott remarks, that steamer-imported foreign goods, irrespective of the nationality of the importer, may, on payment of a half-duty, be sent into the interior under a half-duty certificate and be exempt from all further taxation en route, and a similar exemption by means of the transit pass is accorded to native produce, the bona-fide property of a British subject, intended for steamer export and so declared at a treaty port. It was hoped that by this arrangement foreign goods would be spared the vexatious delay and exorbitant charges suffered by merchandise which pays *lekin* to the provincial *lekin* authorities. "So long as foreign goods are actually imported by a foreign merchant, the half-duty certificate is so far observed that it frees them from *lekin* and all other charges," says Mr. Scott. "Arrived at their destination, however, and in the hands of the Chinese consumers, the local authorities put whatever duties on them they choose. Further, notwithstanding that the treaty secures to native merchants the right to import and send into the interior foreign goods under half-duty certificates, so great is the objection of the provincial authorities to these certificates, and so effective is their opposition to them when in the hands of native dealers who have no foreign Consul to whom to appeal for support, that Chinese merchants in Canton have abandoned the idea of endeavouring to derive any benefit from them and no longer attempt to make use of them." Foreign goods do not then secure that free and unobstructed passage in the interior, which it was intended they should enjoy, from the fixed taxation accorded them under the half-duty certificate. The reason is obvious. The half duty, when collected, is sent by the Imperial Maritime Customs to Peking, whereas the *lekin* and other taxes which it replaces are provincial. Mr. Scott sympathises with the provincial attitude, saying:—"It would seem only logical that, if the provincial authorities are to accord to foreign goods the facilities given them under the transit-pass and the half-duty certificate, they should receive the half-duty payable thereunder as compensation for the impoverishment of the provincial revenue by the loss of *lekin*. Indeed, so far as the Canton Province is concerned, the Viceroy has assured me, if this revenue was handed over to the provincial authorities, foreign goods in the interior would be freed from all further taxation, not only in transit but also at destination."

The anticipation expressed in the 1901 report that after the transfer of the Canton native customs to the Imperial Maritime Customs steamers would suffer less from junk competition has been verified, while a somewhat new feature resulting from the transfer is the number of non-steamer craft under foreign flag and paying duty to the I.M.C. Lighters under the British flag are employed by Messrs. SAMUEL & Co. in the importation of oil, and junks under French, German and American flags running between Canton and Hongkong and becoming daily more numerous, and this notwithstanding that the Hongkong Government regards such junks while in Hongkong as native craft. "The change in flag is made after they have left British waters, a state of affairs which is obviously unsatisfactory," continues the report, "both as regards the Hongkong Government and the Imperial Maritime Customs in Canton."

With regard to trade on the West River, Mr. Scott speaks of the encouragement received from the opening of eight new ports of call for passenger traffic, namely Do Sing, Luk To, Yuet Sing, Luk Pu, How Lik, Kau Kong, Mah Ning and Yung Ki. "Cargo and passengers," he says, "are forsaking, in increasing quantities and numbers, native craft for the faster and safer foreign steamers. Of these, there were formerly only the British stern-wheel vessels *Nanning* and *Saiman*; but the advent of the French steamer *Hong-long*, has induced a lowering of freights,

resulting in a loss of profits and negatively, to some extent, the effect of the general development which has taken place." Such a process, however, is inevitable with the extension of the traffic.

Into the detailed figures of the various imports we cannot here go. We will conclude by quoting Mr. Scott's remarks under the heading of "Shipping" and "Imperial revenue." "Shipping," he says, "again showed an increase, no less than 2,139,424 tons having entered the port and approximately the same quantity having cleared. British vessels accounted for 1,667,251 tons; Chinese, 169,270 tons; German, 135,962 tons; French, 74,048 tons; and Norwegian, 43,581 tons." On the subject of Imperial revenue he says:—"The revenue derived during 1902 by the Imperial Government from the trade under the control of the Imperial Maritime Customs at Canton amounted to 2,592,360 Haikwan taels, and is the highest on record, exceeding even those of the years 1891 and 1892, which were assisted by large opium imports. The effective 5 per cent. *ad valorem* tariff is principally responsible for the increased revenue of the year under review."

The French mail of the 2nd ult. was delivered in London on the 3rd inst.

Shanghai has now declared Foochow, Swatow, Canton, and the Formosan ports infected.

A notification appears in the Gazette that Bellingham Reformatory is henceforth to be used as a prison.

On p. 5 to-day will be found the termination of our extracts from Mr. E. R. Bellis's description of his trip across Siberia.

During the day ending at noon on Saturday two more Chinese plague cases were reported. One body was found at a house in Water Works Road, Yamat, while the other victim died in a matchbox on Hungnam Praya. The year's cases now number 1,299.

The battleship *Goliath* weighed anchor for home yesterday morning at 9.30, steaming out through the Lyceum Pass. As she passed the *Tamar* there was an outburst of cheers and counter-cheers. The *Goliath* is expected in England about the 28th prox.

The British steamer *Duke of Fife* left Kobe at the end of last month for Callao, Peru, with 1,200 Japanese emigrants on board, shipped by the Morioka Shosen. The vessel carried about ten cabin passengers, among whom were a Japanese Government commission of inspection and representatives of the Mitsui and other Japanese firms.

An automobile race from Moscow to St. Petersburg is announced to take place during this summer. There will be seven controlling stations. Five large automobiles are entered to take part, ten of from six to twelve horse-power, six smaller cars, and twelve motor-cycles. Several well-known foreign automobilists are expected to participate.

The following is the programme of music to be played by the band of the 14th Bombay Infantry on the New Parade Ground to-day from 5 to 6.30 p.m. (weather permitting):—
March—"Festive March in D."—S. Scott.
Overture—"Elvina."—Weber.
Valse—"Nos Bonnes Gens de Villars."—Czibulka.
Selection—"The Flying Dutchman."—Wagner.
Morceau—"Salut d'Amour."—Edgar.
Selection—"La Fille de Madame Angot."—Lecocq.
Romance—"Simple Aveu."—Thom.
"God Save the King."

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong during June are certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,530,669	1,809,000
Hongkong and Shanghai Banking Corporation.	10,652,572	7,699,000
National Bank of China, Limited.	489,473	159,000
Total.	\$14,662,655	\$8,930,000

The total number of Universities in the British Isles will soon be fifteen. For centuries Scotland had its present four, as against our Oxford and Cambridge, but to these, if we slightly anticipate, are now added London, Birmingham, Durham, York, Manchester, and Liverpool, a total of eight for England. To these must be added the University of Wales, and the two Irish Universities—namely, Trinity College, Dublin, and the Royal University of Ireland.

There seems to be a great probability that the steamer *Pennsylvania*, lately wrecked on the Saddlebank near Shanghai, will shortly be brought to Hongkong for repairs. Messrs. Gilman & Co., Lloyd's Agents, have for some days past been in telegraphic communication with the underwriters in London, with the result that they have instructed Mr. Newman Munford to proceed immediately to Shanghai to arrange for such temporary repairs to be done as will enable the vessel to proceed to Hongkong.

In the five years, from 1899 to the present year, the British Government has expended about 25 millions sterling on military stores. The highest figure was in 1900-1, when 9½ millions was voted; in the past year 4½ millions was provided, and in the present the vote is 2½ millions. In the same period the expenditure on the artillery was about 14½ millions, including over two millions for the current year, and about 16½ millions have been devoted to the provision of barracks, and 2½ millions to fortifications.

The *New York Herald* (Paris edition) publishes a despatch from Buenos Ayres, dated the 3rd ult., as follows:—"El Nacional" publishes an article stating that it is said in high diplomatic circles that the Argentinian, Chilean, and Brazilian Foreign Offices are negotiating an alliance to combat European intervention.

A Shanghai native paper is informed by its Szechuen correspondent that the aborigines in Tantai have emerged from their retreats and are murdering and plundering the people in that region. The Szechuen provincial authorities have despatched two battalions of troops to have them punished and to prevent them from escaping to other places.

A monster banquet was recently given by a wealthy landowner at Quimperle, France, to celebrate the simultaneous wedding of his four children, two sons and two daughters. No less than 1,600 guests sat down to the feast, which took place in the open air. The bill of fare included five cattle, each weighing about 400 lb., and sixteen lambs, and enormous quantities of other meats and eatables. The guests emptied ten large barrels of wine and fifteen of cider, besides disposing of much else of a liquid character.

According to the latest official reports published at St. Petersburg, a recurrence of the cholera epidemic is apprehended in the near future in the Russian possessions in the Far East, where the authorities are at present taking precautionary measures. Medical students have been engaged in advance, and all the necessary medicines and disinfectants are being procured. A sanitary inspection is being made of the industrial establishments, hospital huts are being erected, and instructions drawn up for the treatment of the workmen in the event of the epidemic breaking out.

A Scotsman who was touring in Eastern Russia attended service in a Greek church, and had his attention riveted by a gigantic attendant in the procession, who flourished an asperge with great skill, uttering the while some words which seemed familiar in the tourist's ear. Listening intently he made out the sentence to run:—"It's just a pickie o' clean cauld water. If it does ye nae guid, it does ye nae harm." After the service he sought out the attendant, who took him into a side-chamber and disclosed himself as a "Dufferin' man" who had wandered in many lands and had temporarily taken service with the local Greek priest.

Admiral Sir John Arbuthnot Fisher, G.C.B., who has been selected to succeed Admiral Sir Charles Hotham as Commander-in-Chief at Portsmouth, was appointed Second Sea Lord on February 19th, 1902. In his early years in the navy he saw service against the Russians and the Chinese, and subsequently, as captain of the *Tajfel*, distinguished himself at the bombardment of Alexandria and in command of the "ironclad" train against Arabi's army. Sir John Fisher was made G.C.B. on June 26th, 1902, and wears the medals for the Baltic, China, with Alexandria clasp; also the Khedive's bronze star and the Grand Cordon of the Osmiah.

Dr. Balduino Squire writes to the *Times* to point out in connection with a late controversy on the subject that the true pronunciation of golf is to sound the "l," seeing that the word is derived from the Dutch "kolff," a club, which in turn, he might have added, is cognate with German "kolb" meaning the same—"l" and "b" being interchangeable according to Grimm's law. Hence Dr. Squire also concludes that the game of golf, like the word, is not of Scottish, but of Dutch origin, though it is long since this was pointed out by Mr. Andrew Lang in a magazine article. There can be no doubt that the game now known as "Royal and ancient" was played by the Dutch among their dunes before it was played by the Scots on the links of St. Andrews.

The "Atlantic City Flyer"—the fastest train in the world—has just created a record in high-speed travel. This train runs between Camden and Atlantic City, and on the trip in question it covered a distance of fifty-nine miles in forty-four minutes, which works out at eighty and a half miles an hour. The booked speed of the flyer is sixty-six miles, which is more than that of any other train in the world; but the conditions are particularly favourable to high speed, as the line is straight and level, the engines of great power, and the trains light. It is recognised in the United States as it is in England, that we have practically reached the limit of safe speed on a two-rail track, as existing curves do not permit of swifter running. American engineers are greatly interested in the high speed 110 mile-an-hour mono-rail which is going to be built between Manchester and Liverpool.

THE NEW ADMIRALTY DOCK.

We understand that the Admiralty has definitely decided to go on with the new dock on the island, in spite of all difficulties occasioned by the original imperfect ideas formed of the nature of the Harbour bottom at the selected spot. The task will be much more expensive than was at first allowed for, but the Admiralty has decided nevertheless to have it carried to completion.

GYMKHANA AT HAPPY VALLEY.

On Saturday, 1st August, if the weather permits, a gymkhana will be held at Happy Valley, commencing at 4 p.m. The events will comprise a China pony race; a pole ball and bucket race; pony-pegging by teams of three; water race; bow and arrow race; China pony steepchase; and a paper obstacle and straw screen race.

TELEGRAMS.

REUTER'S SERVICE.

TURKEY AND BULGARIA.

London, 2nd July.

The Bulgarian Government, in a circular note to the Powers, alleges that Turkey is thwarting the efforts of Bulgaria to pacify the Macedonia and is evidently seeking to provoke a catastrophe; the Government asks the Powers to take vigorous steps at Constantinople to prevent the concentration of Turkish troops on the Bulgarian frontier and to insist on the carrying out of reforms.

MR. CHAMBERLAIN'S FISCAL POLICY.

London, 2nd July.

At a meeting of 54 Unionists of the House of Commons who are opposed to protection, a resolution was passed favouring an enquiry, but declaring that if it should result in any departure from free trade it would be disastrous to the country.

It is estimated that about 150 Unionist Members of Parliament have already declared for, and 74 against Mr. Chamberlain's proposals; nearly half the party have given no public expression of their views.

MERCHANT CRUISERS.

London, 2nd July.

Mr. Arnold Forster announced in the House of Commons that the Admiralty was not prepared to renew the existing subsidies to merchant cruisers available in time of war.

THE UNIONIST FREE TRADERS.

London, 2nd July.

Sir Michael Hicks-Beach has accepted the Chairmanship of the Committee of Unionist Free Traders.

THE GORDON-BENNETT CUP.

London, 2nd July.

Herr Jenatry, a German, has won the Gordon-Bennett motor car race, beating M. Dekyrt, a Frenchman, by ten minutes; a heavy thunder-storm made the roads dangerous; before the race was half finished, the English and American, owing to accidents to machinery and other mishaps, were out of the race.

SOUTH AFRICA AND THE ASIATICS.

London, 3rd July.

The Cape Assembly has agreed to a motion strongly opposing the importation of Asiatics.

A meeting of Burgers convened by ex-Commandant Botha has been held at Heidelberg at which after a speech by ex-Commandant Botha, resolutions were adopted, protesting against a system of education by which Dutch was treated as a foreign language and regretting the proposed introduction of Asiatics as likely to close the country to white immigration.

THE TARIFF QUESTION.

London, 3rd July.

In a discussion on the Tariff question in the House of Lords, Lord Rosebery demanded more information regarding the Government enquiry, the existence of which he doubted. The Duke of Devonshire in reply said that all the members of the Cabinet agreed with Mr. Chamberlain that the time was ripe for an investigation; that the Cabinet was at present conducting an enquiry, but whether the country would be asked to give a mandate could only be decided when the examination was concluded. In conclusion he said that many, like himself, gravely doubted the expediency of taxing the food of the people.

TURKEY AND BULGARIA.

London, 3rd July.

The Porte denies the Bulgarian allegations concerning the concentration of troops and says that the renewed activity of the revolutionaries necessitates the continuous movement of troops in the frontier districts. Bulgaria, replying to the denial of the charges, says the Porte is attempting to deceive the public by false reports regarding the intentions of Bulgaria. The latter has prohibited the export of horses and mules.

HONGKONG'S ASSETS AND LIABILITIES.

The following statement of the Colony's assets and liabilities on the 30th April, 1903, appears in the *Gazette*:—

appears in the Gazette.		ASSETS.	£	s.	d.
Bank balance, Chartered Bank of India, &c.	150,000.00				
Advances, &c.	1,115,478.87				
Subsidiary coins	5,288.27				
Total assets	£215,767.14				
Balance	1,115,478.87				
Total	£1,331,846.01				
LIABILITIES.		£	s.	d.	
Deposits not available	402,307.25				
Crown agents' drafts	76,000.00				
Money order remittances	13,274.41				
Balance overdrawn, bank	25,000.00				
Balance overdrawn, Crown agents	70,735.08				
Total	£627,316.74				
Subsidiary coins in transit	335,000.00				
Estimate of silver at mint	812,989				
Total	£1,167,305.74				
TUESDAY, 26th. June 19. 3.					

Treasury, 26th June, 1903.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

THE NEW VICEROY.

The action of the new Viceroy has awed all the officials, civil and military; they have been much terrified, and even heart-broken. His Excellency pays great attention to the forts and garrisons. One day when H.E. paid a visit to all the forts in Canton, he questioned the military officers carefully and particularly asked whether the soldiers had been perfectly drilled or not, whether they were drilled according to Chinese or foreign ways, and what the officers were doing all the time in their offices. One of most important questions, which frightened the officers half to death, was "What should be the execution ground of officials?" as the execution ground of criminals was Tintan-tan-tan. Then he privately asked the soldiers, what they were paid, whether they were properly treated or not, and whether some of them were enrolled as soldiers a few days before his arrival, for His Excellency was quite aware that the military officers were in the habit of making their "squeezes" by keeping only fifty or sixty per cent. of the numbers under their command, the wages of the other forty or fifty per cent. going into their own pockets.

On the 22nd ultimo H.E. visited the police stations, in one of which he saw some opium-smoking paraphernalia. He was very angry, ordered the tools to be broken, and dismissed the persons concerned.

THE KWANGSI REBELLION.

As soon as His Excellency arrived at Canton, Wong Chi-chun, Governor of Kwangsi, came over to pay his respects to him and told the Viceroy that as the rebellion in Kwangsi would soon be over, it need not trouble His Excellency to go over there. To which the Viceroy replied that he was sent by the Emperor to restore order in Kwangsi and it would be blameworthy on his part if he did not go there. The words of Governor Wong aroused his suspicions, and he made up his mind to go to Kwangsi at once.

CORRUPT OFFICIALS.

The Viceroy has found out over twenty influential officials who were notorious for making big "squeezes." They have been dismissed from office and the Viceroy told them that if they wanted to protect their heads they each would have to pay a heavy sum out of the money they squeezed, to defray the war expenses of Kwangsi. Colonel Li Kai-kwai and his brother Li Chung-fai were ordered to pay 500,000 taels; Pui King-tak, the Nam-hoi Magistrate, 300,000 taels; and all the other officials from 200,000 taels to 100,000 taels.

YUEN KU WAN'S MURDER.

Li Ka-chuek, who was alleged to be the instigator of the murder of Yuen Ku Wan, the reformer, in Hongkong, was also dismissed from office and ordered to return to Canton. It is reported that Li Ka-chuek, who was acting as Prefect of Yanchow, on seeing the order of dismissal, was mightily frightened and committed suicide; but there is another report that the Prefect died of illness.

FOURTH OF JULY.

Independence Day was celebrated by the American community in the Colony with all the accustomed manifestations of rejoicing associated with the Fourth. Consul-General Bragg was at home at the U.S. Consulate in 100 House Street from 11 till 1 o'clock and most of the American firms dispensed hospitality throughout the day. The warships and some merchantmen in the Harbour flew bunting. At noon a salute was fired. In the evening there were music and illuminations at Kowloon Hotel (Mr. J. W. Osborne) and Bay View Hotel (Mr. M. Collins).

TEAM SWIMMING RACE.

The Victoria Recreation Club will hold a team race at the Club enclosure to-morrow at 5.45 p.m. The following are the teams:—

Station No. 1	Station No. 2
A. E. Alves (capt.)	N. H. Alves (capt.)
H. A. Lamuort	C. M. S. Alves
E. Herbst	F. D. Bain
J. A. S. Alves	F. W. White
H. M. Bain	T. Meek
Station No. 3	Station No. 4
A. V. Barros (capt.)	Frank Jorge (capt.)
A. J. T. Ribeiro	J. M. Rosa Pereira
R. Henderson	W. Schenacker
H. S. Holmes	F. M. Rosa Pereira
H. C. Austin	P. Remedios

THE ITALIAN CONVENT.

The Superiress of the Italian Convent desires to tender her most grateful thanks to the following gentlemen of the Chinese Community for their generous charity in aid of the numerous poor and invalids of the Institution:—

Tan Joo Chin	...	\$100
Ho Tang	...	50
Lau Wei Chuan	...	50
Hon. Wei Yuk	...	25
Sin Tak Fan	...	25
Wong Kam Fook	...	25
Chan Lai Ming	...	20
Ko Po Kun	...	20
Ho Fook	...	15
Leung Yau Po	...	15
Choy Chung	...	15
Chan A Tong	...	10
Li A Pak	...	10
Chan Kai Ming	...	10
Chan A Fook	...	10
Chan King Yiu	...	10
Lau Chu Pak	...	10
Haw Woo Chun Yuen	...	10
Ali Wee	...	10
Yam Kwan Un	...	10
Via Uy Vico	...	10
Li Wei Chang	...	5
Fook Sioh	...	5
Tung On	...	5
Chan Yen Tong	...	5
Tung Tai	...	5
Chan Shu Ming	...	5

CHINESE LABOUR FOR SOUTH AFRICA.

The following letter, signed "Singapore," is printed in the London Times:—

From all that has been written and spoken on the subject of the importation of Chinese labour into South Africa, one might imagine that the various mine-owners and labour associations have but to beckon to China and she will pour into their compounds a stream of docile, willing labourers, prepared to work at highest pressure under strict control for a moderate remuneration, and at the end of their contract time to return to China, equally under surveillance, with the hard-earned cash presumably on or about their persons. That this is a prospect likely to prove alluring to Chinese may at least be doubted. The most cursory glance at the history of emigration from China will show that what the Chinese emigrant most keenly desires is freedom to live his own life, earn his money by his own methods, and cultivate his own views, all to a higher perfection than can be attained in China. It may be predicted that no Chinese will leave China unless with the hope of living a happier life out of his own country than he can hope to attain in it. The inducements to leave China are usually that the emigrant has friends, or more probably relations or tribe connections in some particular part of the world outside China. From them he learns that they are happy, and probably that they are growing rich. He learns, moreover, that when they have accumulated wealth, the mandarins of the country permit them to keep it. He hears that the food is good, and that pork is a staple article of diet. Rice, perhaps, is dear, but the cheapness of other Chinese luxuries may counterbalance the excessive cost of rice. The climate may be better or worse than that of the emigrant's province in China, but the fatalism of the race puts it in a position indifferent to climate. All these considerations are weighed by the emigrant, and he regards emigration as he regards any other gamble before entering upon it—he weighs that is, probable chances of success against risks of failure, puts down the stability of the foreign Government as a set-off to a bad or indifferent climate, balances the actual existence of wife and children in China against the possibility of a temporary union in the land of the foreigner, and contrasts the opportunities open to energy and initiative in a new country with the paralysing checks upon enterprise in his own land of ancestor-worship, tradition, and custom. But above all things he desires a free hand. He will not object to a contract to labour for a particular employer, especially in countries where his own race is numerous already, and where of contract is difficult to visit upon the defaulter; but his contract is merely a means to an end, which is, in the enormous majority of cases, to accumulate wealth and enjoy prosperity in a country where these cannot be snatched from him at a moment's notice, and as a pious hope dimly foreseen, to return to China to end his days in peace, supported by the proceeds of investments which he has been careful not to make in China. It cannot be doubted that the imagination of the stolid celestial is more moved than white men would believe by the strange stories which filter back to China of countries where a man can enter as a coolie, equipped with a bamboo pillow and a sleeping-mat of grass, and yet in a few years revel in all the glories of horses, carriages, diamond rings, silks, and other commodities dear to the hearts of European and Chinese alike.

If this be a true presentation of emigration from the Chinese point of view, if these be the aims of the Chinese emigrant, is he likely to attain them in the gold-mines of South Africa? From the scheme put forward one gathers that the coolies will be collected in China, put on board a coal-ship, and discharged therefrom into a railway train, which will in turn deliver him in good order and condition inside the compound of the mine-owner. There he will remain. He will be well fed, well physicked, well paid, and well worked, and at the exact time when his contract expires he will be shipped back to China, better for his sojourn in South Africa in the single respect that he arrived penniless and will depart in possession of a not very large sum of money. He is not to be allowed to set up as a trader or a market gardener, still less to make a fortune as a speculative buyer of land or employer of labour. Colonial sentiment will prevent his sojourn being made agreeable by an adequate provision of gambling saloons, opium dens, and houses of ill-fame, such as may be found in regions to which the Chinaman emigrates without restriction.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 7 a.m. on the 4th inst., and left again at 5 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. tomorrow.

The C.P.R. steamer *Empress of India* left Yokohama on the 3rd inst., p.m., for Victoria and Vancouver.

The Imperial German mail steamer *Preussen* left Shanghai on the 4th inst., at 3 a.m., for Pootchow.

The Imperial German mail steamer *Prinz Heinrich* left Singapore on the 3rd inst., at 2 p.m., and may be expected here on the 8th inst., at 6 a.m.

The O.S.S. steamer *Merchun* left Singapore on the 3rd inst., and is due here on the 8th inst., p.m.

The steamer *Zagros* left Manila on the 3rd inst., p.m., and is due here to-day.

The N.Y.K. steamer *Kaga Maru* (American Line) left Kobe via Moji for this port on the 3rd inst., p.m., and is expected here on the 10th inst.

DISINFECTION AS A PLAGUE PREVENTIVE.

The epidemic of plague in the United Provinces having practically died out, the Local Government have issued orders recording the lessons gained from the experience of the last few months. It is interesting to note that Captain T. W. Fullerton, I.M.S., has a higher opinion of disinfection than Dr. Turner. Allahabad has of course never been in the grip of the scourge to the same extent as Bombay, and allowance must be made for local conditions. But a special investigation made showed that only seven and a half per cent. of the 16,379 disinfected in 1901-02 had cases or deaths during the last epidemic. Captain Fullerton hesitates to say how long the preventive action of disinfection lasts, but gives it as his opinion that disinfection is a preventive. The experience in Allahabad was repeated in Hardwar, and in both towns, says the Lieutenant-Governor, "the residents have been converted to a belief in the efficacy of thorough disinfection." The work was undoubtedly carefully done, and the system of leaving the roofs open for a period of ten days was adopted. In the 4,224 houses in which plague had occurred, disinfected in Allahabad in 1902-3, a recurrence took place within ten days in only 35 houses, and after ten days in only 30. A very large proportion of the houses were re-occupied immediately after disinfection—a fact which makes the result all the more instructive. Of course it was found that wholesale evacuation was the most effective method, but this was not practicable in the towns. In the villages systematic chemical disinfection has been abandoned as it was so resolutely resisted by the people, who generally regarded it as a means of spreading plague. Nor was the attempt made to convert the people to a belief in protective measures by means of the appointment of special officers to ride out into the rural areas, a success. The peripatetic staff did not do much work and were regarded by the villagers as agents to disseminate the disease, whilst their appointment was considered by many local officials as relieving them of all responsibility for plague work. Only in special cases will plague *naiib talahidars* be appointed in future. The policy of the United Provinces, in fact, will run along general sanitary lines, for inoculation is refused even where the people have confidence in the plague staff. The Lieutenant-Governor has allotted Rs. 60,000 for improving village water-supplies and is prepared to devote two lakhs of rupees towards aiding poor Municipalities to carry out urgent sanitary reforms, and a special appeal is made to Municipal Boards to "spare no efforts to fight the plague before it is again in their midst."—*Times of India*.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list dated Hongkong, 4th July:—Although the June settlement passed off smoothly, the long-looked-for improvement in our market has not yet taken place; on the contrary, where business is almost paralysed and sellers rule the market for most stocks. The rates on Shanghai are Tls. 7 1/4 for A/T and Tls. 7 1/2 for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai are steady at 88 1/2 and Nationals could be placed at 82 1/2.

MARINE INSURANCE SHARES.—Unions are in the market at \$500 and China Traders have small buyers at \$61. Cautions are on offer at \$165.

FIRE INSURANCE SHARES.—Hongkong can be got at \$330 and Chinas are steady at \$85.

SHIPPING STOCKS.—Canton and Macao are in demand at \$38. Indo-China have ruled very weak and are procurable at \$104, whilst buyers will only come forward at a considerable reduction. Douglases are wanted at \$40.

Shell Transports have further declined to \$1. 2s. 6d. at which rate sales took place and there are now buyers at this rate; the remainder under this heading is unchanged at quotations.

EXPORTERS.—China Sugars have declined to \$104 sellers, and Luzons are wanted at \$10.

MINING SHARES.—Punjons, ordinary shares, are on offer at \$2 1/2 and preference stock is wanted at 30 cents. At a meeting of the Société Française de Charbonnages de Tonkin held in Paris on 20th May, the report and accounts for 1902 were passed. The total production of coal during the year amounted to 316,618 tons (against 248,622 tons in 1901) whilst sales amounted to 262,232 tons (against 235,478 in 1901). The production of lignite increased to 77,721 tons from 60,824 tons in 1901, whilst the sales decreased to 57,181 tons from 64,408 tons in 1901, but it is expected that this decrease is only of a temporary character.

The profit and loss account shows (including a balance of Frs. 85,375.75 carried forward from last year) a credit balance of Frs. 1,045,706.67 (against Frs. 1,578,939.43 inclusive of Frs. 815.325 in 1901), from which a dividend of Frs. 60 per share has been paid (same as last year) resulting in Frs. 960,000 leaving a balance of Frs. 85,706.67 to be carried to next account. Of this dividend Frs. 30 were paid already in March of this year. During the year Frs. 500,000 of the debentures have been paid off, leaving Frs. 4,450,000 outstanding. It appears from the report that prospecting work carried on at "Mamons C. and 156" has disclosed the existence of a large body of bituminous coal, which to a great extent can be worked by open cuttings.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks handed towards the settlement, and after sales at \$214 and \$215, buyers will probably pay \$216. Shanghai Piers have declared a final dividend of Tls. 8, making Tls. 15 for the year ending 30th April, 1903. As far as roughly known here, the net earnings amount to Tls. 974.64, out of which Tls. 100,000 have been carried to reserve fund and Tls. 46,800 to new account. The stock is weak in Shanghai with sellers at Tls. 175.

LANDS, HOUSES AND BUILDINGS.—Foreign Land Investments sold and are on offer at \$162 1/2. Hongkong Hotels are weaker with sellers at \$154. Humphreys Estates are offered at \$12 1/2.

CORRIGES.—Hongkong sold at \$14: the remainder is unchanged at quotations.

MICKELANDER.—Green Islands have buyers at \$24 1/2. China Borneo are on offer at \$104; Watsons at \$144 without finding buyers; Ropes have improved to \$145 with small buyers, but larger lots are procurable at this figure.

STEAM WATER-BODIES could be placed at \$14. Dairy Farms sold at \$12; United Asbestos at \$9 1/2; Watkins have declined to \$7 sellers; and Powells have buyers at \$9 1/2.

INTERNATIONAL EXCHANGE.

The United States Commission on International Exchange arrived in London last month from New York, and, after having several conferences with the Prime Minister, the Chancellor of the Exchequer, and other members of the Government, is to visit the other capitals of Europe. Mr. Jules Gathridge, the Secretary to the Commission, in an interview with a Press representative, explained the objects of the Mission to London, and also the purpose of the tour through Europe. "Mexico," he said, "took the first step in instituting the Commission by requesting State Secretary Hay to use his influence to secure the consent of the United States to co-operate with Mexico and China in an endeavour to put these countries on a better financial basis, which would result in having a steady effect upon the prices of silver and upon the rates of exchange, and would also stabilize their currency. President Roosevelt fully approved of the suggestion, and he sent a message to Congress with the result that Congress, last Session, voted an Appropriation Bill to form a Commission to obtain the co-operation of the European Powers. The Commission consists of Mr. Hugh H. Hanna, of Indianapolis; Mr. Charles A. Conant, New York; and Professor J. W. Jenks, of Cornell University. The desire of the Commission in coming first to London is to consult with the leading members of the Government here, and especially with those responsible for Colonial administration, in regard to so arranging the coinage system of the British Colonies as to ensure a greater stability in exchange between the silver-using Colonies of Great Britain (which include the British East Indies) and the countries which are on a gold basis, and with which these Colonies do business. These Colonies have a large trade with Great Britain and the United States, which are on a gold basis. Silver is at present at a very low price, and it fluctuates so much as to have a bad effect on the rates of exchange. The purpose of the Commission in consulting with the British Government is to endeavour to get Britain to reorganize the coinage system of its silver-using Colonies so as to secure greater stability between silver-using countries and the gold-using countries. Another point which will be discussed with the British Government is as to whether terms can be arranged which will be most advantageous to China in paying her indemnity to the great European Powers and to the United States. China is on the silver basis, and her finances are at present in a very disorganised condition, and efforts will be made to put them on a more suitable basis. Our object, of course, is that China shall be enabled to pay the indemnity without becoming in an absolutely bankrupt condition, and also to steady the monetary system between China and these countries with whom she trades. In that effort we hope to obtain the co-operation of the British Government. The Commission expects to be in London about a fortnight or three weeks, and then we shall go on to Paris. The Government here may want a week or two to consider certain propositions, and in that event the Commission will return to London from Paris. From Paris the Commission will go to The Hague, and then to Berlin and St. Petersburg. We expect in each of the European capitals to meet members of the Government, and to endeavour to arrive at some sort of understanding; on the question. After the Conference with the British Government the Commission hope that the situation will be clarified somewhat, and so render their labours in the other capitals comparatively easy. We hope to finish the work and start back to America in the first week of September."

THE RESTRAINT OF MOTORISTS.

Sir Ralph Payne Gallwey writes to the Times:—

As a sure means of identifying the reckless "don't care a hang for anybody" motor-car drivers, the class of men who daily imperil our lives and who are responsible for the "motor murders" that too frequently occur, I would suggest a legalised use of the shot-gun. In the case of a motorist—by wilful neglect of ordinary precautions—inflicting injury on a pedestrian, or causing damage to the property of a person driving or riding on the highway, followed by an attempt to escape detection by continuing his rapid progress, I consider the injured party should be legally permitted to fire at the offender. The gun not to be used at a range exceeding 40 yards, and the shot with which it is loaded not to be of a larger size than No. 8 or 9. Though in the circumstances alluded to the bombardment would merely take effect on the back of the culprit, and would result in no appreciable injury to him, it would surely tend to his exercising more civility and caution on future occasions. The marks of the shot would be an instant means of identifying the transgressor when his clothes were removed for that purpose by the police of the town receiving an intimation by telegraph to detain him. I should recommend that cylinder-bored guns be employed in this simple method of identification, by reason of their scattering propensities. The cases charged with snipe shot—known as "motor cartridges"—should be obtainable only from the local police, and at a moderate sum per thousand. This precaution would amount small shot is a necessary one in the interests of motorists themselves, otherwise an enraged public would certainly load with rusty nails, buck, or Dum-Dum bullets.

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AUSTRALIA AND NAVAL DEFENCE.

Senator Alec P. Matheson returns to the charge in the June number of the *United Services Magazine*. His paper is mainly a retort to the arguments of Lieut. L. Hordern, E.N., against colonial Navies in general, and an Australian one in particular. It is true, as Mr. Matheson contends, that Lieut. Hordern, like most naval writers, has studied this problem from too narrow a standpoint—a standpoint sound so far as it goes. Senator Matheson has made strenuous efforts to grapple with the opponents of local Navies by writing numerous letters and articles. There is a good deal of force in his complaint that he has been unable to persuade any of his naval critics to descend from the cloudy regions of the theoretical principles into the more solid arena of practical fact. As an example, he relates how Admiral Sir E. R. Fremantle objected to a passage in the paper which Mr. Matheson read at the Royal Colonial Institution last March. The Admiral had stated that the British Navy needed 160 more cruisers to adequately defend commerce. From this admission Mr. Matheson argued in his paper that Australian local trade would not, and, in fact, could not, be properly safeguarded if the British Navy were engaged in a serious struggle. Here, of course, we have the main argument for an Australian Navy. There has long been a growing fear in Australia that so distant a quarter of the Empire might suffer if the Navy were hard pressed. That apprehension is naturally increased when a distinguished Admiral states that we have not nearly enough cruisers for the protection of commerce. But Sir Edmund Fremantle, says Mr. Matheson, "strongly resented my quotation of his views." Why the Admiral should have resented this application of his views to the Australian issue one fails to comprehend. The Admiral rose to say that his desire for more cruisers was to ensure "the free ingress and egress of exports and imports. He did not say that these cruisers were required for the defence of our shores, or even for the defence of Australian shores." Nor did the Admiral say that any colony would be left unguarded; but there is a reasonable presumption that a colony might be neglected if the people of these islands needed all, or nearly all, the cruisers to protect the routes converging upon the United Kingdom. Mr. Matheson and his friends cannot conquer the apprehension that one or two powerful cruisers of the enemy may evade the British Navy and prey upon Australian shipping. The doctrine that "the sea is one" does not comfort them. In short they want a local Navy, or, failing this, some definite assurance that a local Navy will never be needed. If there be any such guarantee, why do not the Admiralty state it so clearly that the colonists may understand it?

There is another point in Mr. Matheson's paper which deserves attention. Many writers in this country have been dwelling persistently upon the incorrect allegation that naval defence costs the home taxpayer 16s. per head and the Australian taxpayer only 4d. per head. This is not literally true, because Australia fortifies her ports and maintains a small force of officers and men. Her outlay on defence does not begin and end with the small contribution paid to the Admiralty. Whether she should do more is another question, but we agree with Mr. Matheson that it will be a deplorable thing if the Australians, or other colonists, are brought to believe that our sole reason for desiring the federation of the British Empire is that the home taxpayer may be relieved of some part of his naval burdens. It is necessary to remember that the white population of Australia about equals that of London, and that no substantial share of the naval burden can yet be borne in the form of a direct money payment to the Admiralty. Mr. Matheson is incorrect, however, in considering that naval writers all aim at extracting such a contribution. These critics care little or nothing about the financial aspect of the matter, but echo the Admiralty demand that money shall not be wasted upon fettered Navies. Lieut. Hordern has evidently done more harm than good by insisting that the colonies should be brought to their senses by the withdrawal of the Imperial cruisers until such time as they begin to recognise their naval obligations. There are moments when every taxpayer of the United Kingdom feels disposed to speak or write in that way, but the impulse should be stifled. If a large section of the Australian people is bent upon retaining local control over any squadron maintained in their waters, is not this mainly due to the acceptance of this very principle by the Admiralty over a long term of years? It appears certain that the Australians would not have paid a penny towards the Navy if the Admiralty had resisted this condition. But the condition was accepted, and we cannot cancel it, unless with the full consent of the Federated Governments. Sir E. Barton, it is true, has been converted, and would cut the tether, but the Australians, it is believed, will not accept the doctrine. Sir Gilbert Parker thinks that Australia could maintain a fairly strong Navy for £3,700,000 a year, and a small one for one million. The finances would not bear even the smaller outlay, and Sir Gilbert therefore advises the Australians to be thankful to get their defence for £200,000. Mr. Matheson argues, and in a very confused way, that an annual outlay of £367,000 would provide his country with a stronger local Navy than is now provided by the Admiralty. Obviously this is absurd. No part of Navy worthy the name can be maintained for the sum in question, and Mr. Matheson admits that Federated Australia could not afford to spend even one million.

Mr. Chamberlain's recent speech, foreboding a possible change of policy, may well give pause to those who urge that the colonies should

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[39]

gradually increase their direct contributions towards the Navy. Within the next twenty or thirty years these contributions are quite unlikely to assume substantial proportions, but there are other ways in which our colonies may be able to take their share in Imperial defence. But Mr. Chamberlain's scheme is based upon certain rather startling modifications of the Free-trade doctrine, and no one can, as yet, feel any confidence that his views will be accepted in this country. But Mr. Chamberlain has the colonies at his back, and he may succeed in solving the difficult problems of Imperial federation, which includes Imperial defence.—*Naval & Military Record*.

WEATHER REPORT.

The Hongkong Observatory on the 4th inst. issued the following report:—The thermometer has risen over E. Japan; fallen quickly over W. Japan, and slightly on the China coast and over the Philippines. Pressure is high over the Sea of Japan, and low in an elongated depression lying over the Eastern Sea between the E. coast of China and S.W. Japan. Moderately S.W. winds in the Formosa Channel and light S.W. monsoon over the N. part of the China Sea. Forecast:—Light S.W. winds; fair.

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GOVERNMENT NOTIFICATION.
WITH reference to Government Notification No. 304 of the 15th ultimo, it is hereby notified that the last date upon which Tenders for the HONGKONG OPIUM FARM will be received has been altered from the 31st JULY, to the 31st AUGUST next. Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer.
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A. Z.
Care of Daily Press Office.
Hongkong, 4th July, 1903. [1926]

H. M. NAVAL YARD.
WANTED a hired WRITER in Naval Store Office. Salary, \$60 per month, with temporary increase of 25 per cent, rising to \$120.00.
J. W. L. OLIVER,
Naval Store Officer.
Hongkong, 4th July, 1903. [1928]

WANTED.
A RELIABLE GODOWN KEEPER. Must read and write English. Security and letters of recommendation required.
Apply to—
Q.
Care of Daily Press Office.
Hongkong, 1st July, 1903. [1895]

SITUATION WANTED.
ENGLISH GENTLEMAN at present in confidential position seeks position of confidence as Secretary or Adviser to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references.
Apply in first instance to—
"UBIQUE".
Care of W. Watson & Co., Bankers, Bombay.
Hongkong, 1st July, 1903. [1884]

FOR SALE.
DISCARDED STEEL WIRE CABLE.
For Particulars, apply to—
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong High Level Tramways Co., Ltd.
Hongkong, 17th June, 1903. [1736]

IN THE SUPREME COURT OF HONGKONG.
ORIGINAL JURISDICTION.
ACTION No. 82 of 1903.
BETWEEN CUREBEE & CO. PLAINTIFFS,
AND CHAN CHOK HING, DEFENDANT.
NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 9th JULY, 1903, against all the Property moveable or immovable of the above named Defendant within the Colony, has been issued in this action pursuant to the provisions of Section 453 of "The Hongkong Code of Civil Procedure".
Dated the 26th June, 1903.
DEACON & HASTINGS,
Solicitors for the Plaintiffs,
10, Queen's Road Central,
Hongkong. [1837]

RUIART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAURE WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [1654-1848]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th JULY, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 11th prox., both days inclusive.
By order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents
Hongkong, 2nd June, 1903. [1782]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Vaux Road Central, Victoria, Hongkong, on MONDAY, the 13th day of JULY, at 11 in the forenoon, when the proposed Resolutions which were passed at a meeting held on 27th June, 1903, will be submitted for confirmation as Special Resolutions of the Company.
1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."
2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."
3. "That in consideration of the guarantee and undertaking now given by Messrs. Sheehan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Sheehan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debentures Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof) to be appointed as hereinafter mentioned) that in and in respect of the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Sheehan, Tomes & Co. as such General Managers as aforesaid and they hereby are authorized to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Sheehan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof; but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof
(a) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;"
(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;"
(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years;"
(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years;"
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th June, 1903. [1856]

TEBRAU PLANTING COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that the SEVENTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, 38 and 40, Queen's Road Central, on TUESDAY, 14th JULY, 1903, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th April, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st July, inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1903. [1794]

PROTECT YOUR OWN OLD AGE
You don't have to die to win
by securing for yourself a guarantee income for LIFE.
Protection for your family too if you die.
The Continuous Instalment Endowment accomplishes both.
THE EQUITABLE.
(HENRY B. HYDE, Founder.)
F. RIENE, Manager.
Hongkong, 1st January, 1901. [123]

AUCTIONS

PUBLIC AUCTION.
THE Underigned have received instructions from the Hon. DIRECTOR of PUBLIC WORKS, to Sell by Public Auction, TO-MORROW (TUESDAY), the 7th JULY, 1903, at 11 A.M., on the Junk moored off the Government Store, Wanchai, A CABLE OF E TYPE.
It has a Copper Wire Core of 7 strands which is surrounded with strong iron armor making a wire rope about 1 1/2 in. diameter. Length a little over 1 mile. Weight about 7 tons.
The Junk containing the Cable will be moored off the Government Store, Wanchai, on MONDAY next, 6th instant, on which date it may be inspected by intending purchasers. Orders for inspection will be issued by the undersigned.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 1st July, 1903. [1797]

PUBLIC AUCTION.
THE Underigned have received instructions to Sell by Public Auction, WEDNESDAY, the 15th JULY, 1903, commencing at 11 A.M., at the Godowns No. 4 & 8, CROSS LANE, Wanchai, A LARGE AND VARIED ASSORTMENT OF MACHINERY, including:—
MARINE ENGINES, BOILERS, LATHES, SLOTTING and DRILLING MACHINES, &c.
(Further Particulars from Catalogue, now ready.)
On View from 6th July.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 25th June, 1903. [1823]

TO INVESTORS.
FOR SALE in the Peak District several desirable HOUSES and BUNGALOWS. For Particulars, apply to—
TURNER & CO.
Hongkong, 1st July, 1903. [1881]

NOTICE.
TO ALL WHOM IT MAY CONCERN
FREDERICK WILLIAM DAWSON, hereby gives notice that I will not be responsible for any Debts contracted by my wife IRENE HARLOW DAWSON, at present staying at the Hongkong Hotel. All persons giving her Credit do so entirely at their own risk.
FREDERICK WILLIAM DAWSON,
Hongkong, 30th June, 1903. [1882]

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE IS HEREBY GIVEN that the following Certificates for Shares of this Bank issued in Hongkong in the name of THOMAS CHILD HAYLLAR, No. 75 dated 18th July, 1871 for 2 Shares No. 36438 and 29479; No. 3871 dated 30th Sept. 1871 for 4 Shares No. 3982/85; No. 189 dated 10th Feb. 1872 for 4 Shares No. 21955/58; have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said THOMAS CHILD HAYLLAR, and no transaction taking place under the aforesaid Share Certificates, Nos. 75, 3871 and 189, will be recognised by the Corporation.
J. B. M. SMITH,
Chief Manager.
Hongkong, 3rd July, 1903. [1919]

WINCHESTER CARABINES
12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.
LUTGENS, EINSTAMANN & CO.,
14, DES VEAUX ROAD. [2742]

M. R. CHADWICK KEW
DENTAL SURGEON.
No. 38, QUEEN'S ROAD CENTRAL.
Office Hours—9 A.M. to 5 P.M.
Hongkong, 16th June, 1903. [1721]

EXCURSIONS TO MACAO.
THE fast and commodious Steamship "WING CHAI" will leave her Wharf, opposite Central Market, EVERY SUNDAY (during the Summer months) at 8.30 A.M., returning at 8 P.M., or later.
FARE:—Return Ticket, including Tiffin and Dinner (either on board or at Macao Hotel) \$5. A matched for sea bathing, both for Ladies and Gentlemen, is provided, and bathing clothes, &c., provided at a reasonable rate.
SAM WANG & CO., LD.,
Hongkong, 30th June, 1903. [1756]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.
SUSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " 2,500,000
RESERVE FUND " " 2,725,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES: Canton, Chefoo, Chinkiang, Chungking, Tientsin.
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.
HONGKONG BRANCH.
Advance made on 21st level securities. Bills Discounted.
INTEREST ALLOWED on Deposits At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.
4% " " " " 6 " "
5% " " " " 12 " "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [123]

HONGKONG BRANCH
20, DES VEAUX ROAD CENTRAL.
CHARLES E. SCOTT,
Manager.
Hongkong, 23rd May, 1903. [1248]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£200,000
RESERVE, LIABILITY OF SHAREHOLDERS.....£200,000
RESERVE FUND.....£725,000
INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" " " " 6 " " 3 " "
" " " " 3 " " 2 " "
T. P. OUCHANE,
Acting Manager.
Hongkong, 18th May, 1903. [112]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....1,125,000
PAID-UP.....562,500
RESERVE FUND.....61,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 3% per annum on the Daily balance.
On Fixed Deposits:—
For 12 months.....4%
" 6 " " 3%
" 3 " " 2%
EVAN ORMISTON,
Acting Manager.
Hongkong, 23rd May, 1903. [22]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3% PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. B. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [29]

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£ 324,374
HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS:
CHAN KIT SHAN, Esq. [J. S. Harston, Esq.]
CHOW TUNG SHAN, Esq. [J. LAURE, Esq.]
Chief Manager,
Geo. W. F. PLATFAIR.
Interest for 12 Months Fixed.....5%
Hongkong, 12th May, 1903. [21]

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STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS,
LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

WM. POWELL, LD.

HIGH CLASS DRAPERS,

34, QUEEN'S ROAD, HONGKONG.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT
EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)SURVEYOR TO THE BRITISH FIELD FORCE
CANTERBURY IN SOUTH AFRICA.

BRANCHES:

BOMBAY.....20, EPIPHANY ROAD.

CALCUTTA.....4, DALHOUSIE SQUARE.

RANGOON.....72, MERCHANT STREET.

LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO. HONGKONG

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS

THE MOST
PORTABLE
CAMP BED-
STEAD EVER
MADE.

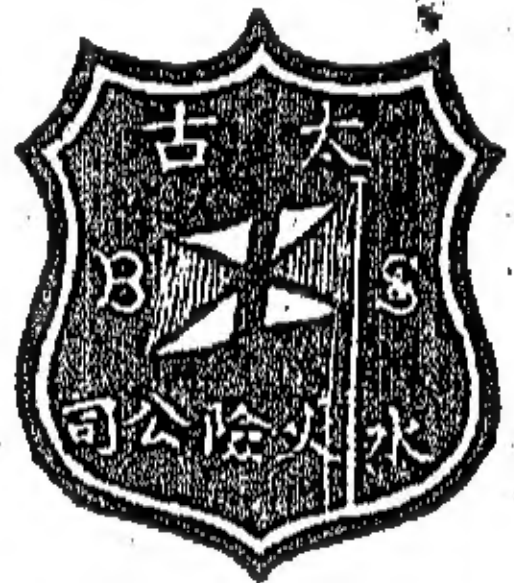
\$10 each.

CLOSED.

THIN TROPICAL BLANKETS, \$3.50 EACH.

A NECESSITY AND A LUXURY FOR THE SUMMER.

BUTTERFIELD & SWIRE



Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Hongkong, 10th June, 1903.

[1319-2]

LAMBERT & BUTLER'S

FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST
TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND

TO BE OBTAINED FROM—

MESSRS. KRUSE & CO.

IN 4-LB. AIR-TIGHT TINS.

[143]

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—

JARDINE, MATHESON & CO.

325

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November 1901.

THE TRANS-SIBERIAN
RAILWAY.HONGKONG RESIDENT'S
EXPERIENCE.

(Continued.)

Arrived at Samarg (Kashgar), an important station, at noon. This place consists of old and new Kashgar and a suburb. Left at 1.30 p.m. The train consists of one first-class, two second-class, and one third-class carriages, a luggage-van and a restaurant-car. The number dining in the restaurant varies every day from one or two ladies and half-a-dozen men to a larger number. Several have their food taken to them in their compartments. Many are not travelling this time. The through train to Moscow is not largely known as yet; consequently there is no packing of passengers. First-class passengers had two berths each. One lady passenger travelling 2nd class, had one compartment of four berths to herself. Thermometer at 5 p.m. stood at 76. The train which brought us from Dally will take us to Missoula. The reason for buying tickets at Manchuria is that at this place the network of the Russo-Chinese railroads terminates, and the pure and simple Russian lines commence. The tariff is, therefore, different, and the proceeds go entirely into the Russian Exchequer. Wednesday, 22nd April, at 6 a.m., the thermometer stood at 44. The country is undulating—small hills on our right. The rails are very badly laid here. The two front wheels of the luggage-van, the first carriage after the engine, left the rails at about 8 a.m. It took about one hour for the engineers of the train, with Chinese assistance obtained in the neighbourhood, to set them on again. We are now running at the rate of about ten miles an hour. We started after this mishap at 10 a.m. There are 75 stations between Dally and Manchuria, 59 stations between Manchuria and Moscow, three stations between Moscow and Irkutsk (crossing Lake Baikal), and 517 stations between Irkutsk and Moscow. In all, 634 stations. The train stops at every station, although it is called an express train. The hills here are rocky, similar to the hills in the neighbourhood of Hongkong. Thursday, 23rd April.—Thermometer at 6 a.m. stood at 61 in my compartment, but, being a windy day, the temperature is keenly felt.

At 9 a.m. stopped at Manchuria, the terminus of the Russo-Chinese railroads. Bought tickets to Moscow: 1st class, rouble 161.70; 2nd class, roubles 108. The officers of the Russian Customs came on board, examined our baggage, and, being satisfied, attached tickets to them. Here it is called "plumbing" them. This is the means of freeing them from all further inspection. We started at 10.30 a.m. The country is flat; no trees and no hills, with some small patches of snow here and there, but a bright sunshine. There is a difference of 20 degrees in the temperature between the inside of the car and the outside. At about 4.30 p.m. today a camp of Mongols was seen with their horses and riders. Several men and women came to the station where we stopped. Friday, 24th April.—Small patches of snow are seen in the valleys. The train is not stopping at every station. It is said that after winter is over the plains and hills abound with vegetation, long blades of grass grow here which serves for food for the large herds of cattle, etc., of the nomadic Mongols. In constructing the railroads, hills have been avoided, with the object, as it was observed, of saving the expense of tunnelling, etc. The valleys as a rule form the ground for the railroads. In this part of the country a large number of fir-trees are growing. These are cut down evidently for building houses and stations. Houses are only one story high, with no basement of any kind. Scenery throughout the journey is varied, not monotonous.

Saturday, 25th April.—At 6 a.m. the banks of Lake Baikal became visible. The lake is frozen and looks grand with the hills on the other side. The waits at the stations are unnecessarily long, and time seems to be wasted. A well managed train could have done the trip in half the time, notwithstanding the slow rate of speed we have been making. Arrived at Moscow at a quarter to eleven a.m. This is a small village on Lake Baikal. The train is shunted to the road leading to the steamer alongside the pier. The steamer is an ice-breaker, and has already made a track in the ice across the lake for herself. In winter, when the ice is very thick, sledges are used to cross the lake. The train stopped close to the steamer, and bag and baggage were transferred. This is a passenger steamer; but there is another one alongside. This, a large craft, not quite ready, is to convey across trucks loaded with goods. An important personage connected with the railroad management being ill, and not

able to be moved about, was put into a first-class car at a station before this. The carriage was hitched on to our train and brought here. This carriage was now shunted to the big steamer, the friends of the sick man accompanying him. The steamer then steamed across through the ice to the other side of the lake. The carriage was afterwards attached to the train to Irkutsk. We embarked on board the passenger steamer at 11.30 a.m., but did not start till 1.45 p.m. We had to await the arrival of another train expected to connect with the steamer. Going through the ice, we arrived on the other side at 4.50 p.m. This station is called Baikal. Boarded the local train for Irkutsk, but did not start before 7 o'clock, a loss of a good two hours. This trip of the steamer across was the third of the season. Crossing hitherto, on account of the extreme thickness of the ice, was done in sledges.

Arrived at Irkutsk at a quarter to eleven p.m. A drive of 20 minutes brought us to the Hotel Metropole. This is a good hotel; better than that at Dally. Time-tables are no guide in this country for the arrival and departure of trains. These evidently are at the option of the stationmaster or the driver. Sunday, 26th April.—Still at Irkutsk; this is a large city than Dally. The streets are not properly macadamised; they must therefore be very muddy during the rainy season. The drains are open and are bridged over with wooden plank connecting it with the wooden footpaths. There are several churches. The charges at the hotel are as moderate as at Dally. Monday, 27th April.—Left the hotel at 6 a.m., took train and started at 8 o'clock. Saw herds of ponies grazing in the country. The country is better wooded than that to the east of Lake Baikal. We have a good bath-room in the train, hot and cold water, shower and douche, etc. There are about 20 first and second-class passengers in the train, occupying one first-class and two second-class cars. Tuesday, 28th April.—Thermometer in my compartment stands at 70, but it is snowing outside. The train is better than the one we left at Lake Baikal, but it is not a train de luxe. The service consists of four trains de luxe and two trains of the kind we are travelling by. The latter are to be withdrawn and two trains de luxe are to be substituted, making six trains de luxe in all. These trains will only run to the Russian frontier. The gauge being wider they cannot run on any other European railroads. Wednesday, 29th April.—Among the passengers, we have three missionary ladies, Miss Edith Braham (Amby), Miss Clara L. Lambert (Foonchow), Miss (Dr.) E. V. S. Little (Peking), and Baron von Raden, a Russian naval officer. The two latter were among the heroes and heroines of the siege in Peking during the Boxer troubles. Several rivers partially and wholly frozen were crossed during our journey. Raining and snowing alternately. Thursday, 30th April.—Thermometer in my compartment stands at 66, but snow covers the land all round, and no sunshine. The only drawback to some people in this route would perhaps be the crossing of Lake Baikal in winter. Sledges will be the only means; but to me it would be a mode of travelling I have never experienced, the circum-Baikal railroad, however, is in contemplation. This, of course, will require several years to complete.

The officials speak nothing but Russian. If it were not for a few passengers who spoke English, French, and German, the English passengers would have been somewhat inconvenienced. The materials will not understand even when spoken to by signs. They are a set of blockheads. A foreigner sitting at the table had the soup tureen placed before him, but there was no soup-plate. He made signs that a soup plate was wanted, but the waiter could not understand him. After several attempts the blockhead was made to see what was wanted; and then supplied the necessary article. Friday, 1st May.—Flouring is going on; consequently less snow is seen in the country and fields, which look green. The engines in these parts burn coal.

Saturday, 2nd May.—We are passing through the Ural Mountains, and the scenery is grand. The same species of trees which seemed withered from cold a day or two ago, are now covered with foliage. The attendants in the restaurant car is very bad. Only one regular meal is served daily for one rouble, consisting of four courses, and this is available between 1 and 5 o'clock. Meals required at any other time must be ordered à la carte. Orders given even long before an appointed hour for a meal are not punctually carried out. One has to wait for half-an-hour to one hour before he is served. There are only two garçons in attendance. At 4 p.m., thermometer in my compartment stood at 78. Evidently in this part of the world latitude counts for nothing. In about the same latitude in the valleys of Siberia ice and snow were seen in abundance, and the temperature in the open stood at freezing point. Sunday, 3rd May.—At 8 a.m. we stopped out at the important city of Samara. The stay was for 15 minutes. The country in this neighbourhood is inundated for miles round, in some places as far as the eye can see. At about noon to-day we crossed the Volga. It took about five minutes to go over the bridge. Monday, 4th May.—It is much cooler to-day. We are near Moscow. The stations and the villages we are passing through are of a better class than those we left behind.

At 2 p.m. we arrived in Moscow, and took a room in the "Staronski Bazar" Hotel. Engaged a guide, Mr. F. F. Heger. He is from Hamburg, and speaks four languages. Spent four days in this city. Saw the sights—amongst them "Sparrow Hill." A good view of the city is obtained from here. Napoleon is

supposed to have seen the city from this point who it was burnt by the Russians. A good feature of the arrangements of the hotels here is that all linen is washed and brought back to the owner in 24 hours. A few lady passengers complained of feeling giddy from the railway travelling.

In Russia, as in China, calculations are made by the machine board. Figures on paper are difficult to be added even by a first-class clerk. Saw an arcade, the largest, I believe, in the world. The city has improved considerably in its architectural aspect since I visited it in 1887.

Thursday, 7th May.—Booked my berth for London. To leave here by train on 11th May, tomorrow night at 11 p.m. Arrived at St. Petersburg Friday forenoon to catch the train at 3.45, the Nord-Express for London, via Ostend and Dover. The express does not start from Moscow. To secure it one has to go to St. Petersburg; passage money, 170 roubles. This includes the privilege of having use of the 2nd berth in the sleeping car. Restaurant car is attached to these trains. The national dish in this country is the caviare, served with half a lemon and fresh-cut onions. There are 24 species of fish who produce caviare (roe), therefore there are 24 varieties or qualities of roe (caviare). The best is available this time of the year. What is timed and sent abroad is of the fifth quality. The best must be eaten fresh, or only a few days old. It will not keep, therefore it is not preserved. The well-to-do people make their nights days for the sake of pleasure. Restaurants are open till 5 a.m. Even on board the restaurants keep open till 1 a.m. They are supposed on this account not to open before 9 a.m. the next day. Left Moscow at 11 p.m., St. Petersburg time; 11.30, Moscow time. Friday, 8th May, at 10 a.m., arrived at St. Petersburg. Took room in Hotel d'Angleterre, engaged a guide, and saw the sights. At 5.45 left the station and arrived at the Victoria Station, London, on Monday, 11th May, 10 p.m.

The cost of the journey from Hongkong to this country is 20 per cent. less when compared with what is usually paid by the Suez Canal route.

TO LET.

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95

and 96, PRAYA EAST.

Apply to—

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Victoria Building.

Hongkong, 2nd December, 1902.

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ONE FIRST-CLASS SPACIOUS

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PRAYA EAST. Spacious Two-storied

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Also Land for Coal storage.

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FLATS in MORETON TERRACE,

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GODOWNS at BOWBINGTON (PRAYA

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Furnished, from 1st June to 31st August, 1903.

"WESTBOURNE VILLA," NORTH

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"BISNEE VILLA," POKEULUM ROAD,

Land on sea front Kowloon Marine Lot No. 5,

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Apply to—

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N.O. 1, CAMERON VILLAS (PEAK).

A Six-Roomed Bungalow in first-class

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FURNISHED HOUSE, 5, KNUTSFORD

TERRACE, for Two or Three Months

from about middle of July. Piano, Tennis Court

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COMPTON DEPARTMENT,

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Hongkong, 19th June, 1903.

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TWO SUITES OF ROOMS in the Ground

Floor of the Hongkong Club Annex,

suitable for Offices.

Apply to the undersigned.

C. H. GRACE,

Secretary, Hongkong Club.

Hongkong, 18th June, 1903.

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FIRST FLOOR No. 8, QUEEN'S ROAD

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Apply to—

IP LAN CHUEN,

Care of Mr. A. M. Eschbayer,

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Hongkong, 11th June, 1903.

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TWO SPACIOUS NEW GODOWNS,

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Hongkong, 15th April, 1903.

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N.O. 17, SEYMOUR ROAD or WOOD-

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Hongkong, 16th May, 1903.

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Apply to—

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62, Queen's Road.

Hongkong, 1st July, 1903.

TO LET.

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Apply to—

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FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 18th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUGER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
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VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 10th July.
The s.s. "DARDANUS" left Singapore on the 1st inst., and is due here on the 5th inst., p.m.	"NINGCHOW"	On 10th August.
The s.s. "ALCINOUS" left Shanghai on the 2nd inst., a.m., for Foochow and this port.		
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.		

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 6th July, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO, NEWCHANG and TIENTSIN	"NANCHANG"	On 6th July.
CHINKIANG	"SHANSHI"	On 6th July.
SHANGHAI	"WUHU"	On 6th July.
KOBE	"TAIYUAN"	On 7th July.
SAMARANG and SOERABAYA	"SHANTUNG"	On 15th July.
MANILA	"SUNGKIANG"	On 15th July.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 27th July.

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"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th Aug.
"ATHENIAN"	3,882	WEDNESDAY, 12th Aug.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th Aug.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 23rd Sept.
"TARTAR"	4,425	WEDNESDAY, 7th Oct.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 21st Oct.
"ATHENIAN"	3,882	WEDNESDAY, 4th Nov.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th Nov.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th Dec.
"TARTAR"	4,425	WEDNESDAY, 30th Dec.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

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THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

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Hongkong, 3rd July, 1903.

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Hongkong, 1st July, 1903.

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This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is fitted throughout with the electric light.

A stewardess and a daily qualified surgeon are carried.

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DAILY Departures from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m., Sunday included.

1st Class fare (including cabin and servant), 38/-; return ticket, \$5.

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Superior cabin accommodation.

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Captain W. Moore Mason, leaves Hongkong daily at 7 a.m., and leaves Macao daily about 2 p.m.

1st Class fare \$1.00 single

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3rd Class fare 20 cents

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Special trip every Sunday, leaving Hongkong at 5 a.m., Macao 5.30 p.m.

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351 Tons, Captain A. Murphy, will leave for Canton at 8 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and returns to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

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SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED FURGER CARRIED.

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THE Danish Steamer

"PRINS VALDEMAR."

Captain Kook, will be ready to load for the above ports on or about WEDNESDAY, the 16th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 2nd July, 1903.

NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ALOIDES, British ship, Dart. Standard Oil Co.

DHAUN, Swedish barque, A. P. Larsson.

Jardine, Matheson & Co.

KENTMERE, British 4-m. barque, T. E. Burch.

Standard Oil Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA"

FROM ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 a.m. To-morrow, the 3rd inst.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd July, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 6th July.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th July, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th June, 1903.

STEAMSHIP "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. Memphis, and from Bordeaux ex s.s. Ville de Lorient, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Preserves and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, the 29th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 6th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th July, or they will not be recognized.

All damaged packages will be examined on Monday, the 6th July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th June, 1903.

HAMBURG-AMERIKA LINIE.

S.S. "ARABIA" FROM NEW YORK.

The cargo ex above steamer having arrived here to-day by the O. S. S. Co.'s Steamer

"TYDEUS"

from Singapore. Consignees are hereby requested to send in their Bills of Lading for countersignature by the Undersigned.

The cargo will be landed into the Godowns of the O. S. S. Co. at Vancchal, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Monday, the 6th July a.c. will be subject to rent.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 29th June, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. Britannia.

From (Atlanta, ex s.s. Somali.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day, the 2nd inst.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd July, 1903.

GARRAUD'S SASSAPARILLA

A PURE GERMANY PURIFIER

CLEANSE YOUR BLOOD

WITH GRIMAUD & Co.

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAUD & Co.

8, rue Vivienne, PARIS (France)

Sold by all dealers.

1892-1

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN QUALITY AND QUANTITY.

This Beer is brewed of best Sanzer Hop and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. It is naturally bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORD'S MAGNESTIA

MAGNESTIA

A PERFECT BEVERAGE.

van Houten's Cocoa

is known and prized throughout the whole world for its high quality and delicious natural flavor.

van Houten's Cocoa

Best & Goes Farthest.

3417-3

POST OFFICE NOTICES.

The Empress of Japan, with the Canadian Mail, left Shanghai on Saturday, the 4th inst., at 5 p.m., and may be expected here on or about Tuesday, the 7th inst., at 8 a.m.

The Prinz Heinrich, with the German Mail, left Singapore on Friday, the 3rd inst., at 2 p.m., and may be expected here on or about Wednesday, the 8th inst., at 8 a.m.

MAILS WILL CLOSE.

PORT	PER	DATE
Canton	Falshen	Monday, 6th, 9.30 A.M.
Swatow, Chefoo, Newchwang and Tientsin	Nanchang	Monday, 6th, 11.00 A.M.
Shanghai and Tientsin	Hsiping	Monday, 6th, 1.00 P.M.
Macao	Hsiping	Monday, 6th, 1.15 P.M.
Shanghai	Shan	Monday, 6th, 4.00 P.M.
Shanghai	Wuhu	Monday, 6th, 4.00 P.M.
Kobe and Yokohama	Bancho	Monday, 6th, 4.00 P.M.
Hohhai and Haiphong	C. Diederichsen	Monday, 6th, 5.00 P.M.
Namata	Taipei	Monday, 6th, 5.00 P.M.
Macao	Wingchai	Monday, 6th, 5.00 P.M.
Bangkok	Hongkong	Monday, 6th, 5.00 P.M.
Swatow, Amoy and Foochow	Reichsbank	Tuesday, 7th, 9.00 A.M.
Manila	Reichsbank	Tuesday, 7th, 9.00 A.M.
Singapore, Penang and Calcutta	Reichsbank	Tuesday, 7th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma	Taiwan	Tuesday, 7th, 11.00 A.M.
Kobe	Taiwan	Tuesday, 7th, 11.00 A.M.
Moji	Taiwan	Tuesday, 7th, 11.00 A.M.
Kobe Nagasaki and Vladivostok	Sessio	Wednesday, 8th, 11.00 A.M.

EUROPE, &c., India via Taticorra (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

India and Cebu

TO-DAY.

Wrestling, opposite Central Market, 8 p.m.

TO-MORROW.

Sale, Cable, on the junk moored off the Government Store, Wanchai, Messrs. Hughes & Hough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

4th July.

ON LONDON.—	
Telegraphic Transfer	1.85
Bank Bills, on demand	1.85
Bank Bills, at 30 days' sight	1.85
Bank Bills, at 4 months' sight	1.85
Credits, at 4 months' sight	1.85
Documentary Bills, 4 months' sight	1.85
ON PARIS.—	
Bank Bills, on demand	210½
Credits, at 4 months' sight	210½
ON GERMANY.—	
On demand	171
ON NEW YORK.—	
Bank Bills, on demand	40½
Credits, at 60 days' sight	41½
ON HONGKAI.—	
Telegraphic Transfer	125½
Bank, on demand	125½
ON CALCUTTA.—	
Telegraphic Transfer	125½
Bank, on demand	125½
ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA.—	
On demand	81½
ON MANILA.—	
On demand	Nomina
ON SINGAPORE.—	
On demand	Nomina
ON BATAVIA.—	
On demand	101½
ON HAIPHONG.—	
On demand	1 p.m.
ON SAIGON.—	
On demand	1 p.m.
ON BANGKOK.—	
On demand	62½
SOVEREIGNS, Bank's Buying Rate	81.2
100 L. LEVY, 100 fine, per tael	86.3
100 S. SILVER, 100 fine	84½

OPIUM.

Quotations are:— Allowances net to 1 centy			4th July.
Malwa New	.....	\$1020	to — per picul
Malwa Old	.....	\$1110	to —
Malwa Older	.....	to	to —
Malwa V. Old	.....	\$1139	to —
Persons fine quality	.....	\$800	to —
Persons extra fine	.....	to	to —
Patna New	.....	\$1077	to — per chattr
Patna Old	.....	\$1085	to —
Benares New	.....	\$1072	to —
Benares Old	.....	\$1085	to —

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer Empress of Japan arrived at Shanghai at 7 a.m. on the 4th inst., and left again at 5 p.m. same day for Hongkong, where she is due to arrive at 9 a.m., to-morrow.

THE INDIAN MAIL.

The steamer Lightship, from Calcutta, left Singapore for this port on the 30th ult., and the Indo-China steamer Kiang left Calcutta for this port, via the Straits, on the 25th ult., and may be expected here on the 14th inst.

THE GERMAN MAIL.

The Imperial German mail steamer Prinz Heinrich left Singapore on the 3rd inst., at 2 p.m., and may be expected here on the 8th inst., at 8 a.m.

The Imperial German mail steamer Preussen left Shanghai on the 4th inst., at 3 a.m., for Foochow.

THE AMERICAN MAIL.

The T.K.K. steamer America left Yokohama for this port, via Iuland Sea, &c., on the 1st inst., at 8 a.m.

MERCHANT STEAMERS.

The O.S.S. steamer Dardanus left Singapore on the 1st inst.

The C.P.R. steamer Tartar arrived at Shanghai at 6 a.m. on the 2nd inst., and left again at 2 a.m. on the 3rd inst., for Hongkong, where she is due to arrive at 8 a.m., to-day.

The "Mogul" Line steamer Mogul left Singapore on the 1st inst., and may be expected here to-day.

The steamer Zafiro left Manila on the 3rd inst., p.m., and is due here to-day.

The P. & A. steamer Indravelli arrived at Yokohama on the 25th ult., a.m., and is due here to-morrow.

The P. & O. steamer Palawan left Singapore for this port on the 2nd inst., at 1 p.m.

The "Glen" Line steamer Glen left Singapore on the 3rd inst., a.m., and is due here on the 8th inst.

The O.S.S. steamer Macao left Singapore on the 3rd inst., and is due here on the 8th inst., p.m.

The O.S.S. steamer Alcinous left Shanghai on the 4th inst., a.m., via Foochow, for this port.

The N.Y.K. steamer Kaga Maru (American Line) left Kobe for this port on the 3rd inst., p.m., and is expected here on the 10th inst.

The C.M. steamer Kama left Victoria (B.C.) on the 28th ult. for Kobe and Hongkong.

The E. & A. steamer Australasia, from Sydney, &c., left Port Darwin on the 28th ult. for Timor, Manila and this port.

The C.N. steamer Teian, from Australian ports, left Sydney on the 27th ult., and is expected here on the 17th inst.

The Boston Tow Boat Co.'s steamer Pleiades left Victoria for Kobe direct on the 22nd ult., and is expected to arrive at this port on the 10th inst.

The N.P. steamer Victoria left Victoria (B.C.) for Yokohama and the usual ports on the 27th ult., and may be expected at Yokohama on the 12th inst.

The Boston Tow Boat Co.'s steamer Hyades left Victoria (B.C.) for Yokohama and Northern ports on the 26th ult., and may be expected at Yokohama on the 10th inst.

PASSENGERS.

Per Rube, from Hongkong, for Shanghai, Mr. and Mrs. H. E. Hancock, Mr. and Mrs. K. Dobashi, Captain and Mrs. H. H. Tebbett, Mr. Arnold, Miss W. A. Keck, Messrs. J. B. Anderson, J. C. Bartter, C. Y. Aldous, M. Pelaez, C. Chui, L. T. Shaw, Y. Y. Man, Brian Singh, Donato Andradia, G. B. Young, C. Cuo, Graciano Bersola, Andres Bersola, Co. Cuno and J. Tobias.

Per Chingta, for Australia, &c., Mr. and Mrs. W. Boyd, Mrs. G. Mowley, Mrs. R. Oswald, Messrs. A. Middleton, J. Bailey, E. Grotjahn and E. Hesse.

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful garden. It is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hongkong.

The Cuisine is excellent.

J. W. OSBORNE, J. H. DOWNS, Proprietor, Manager.

HOUSKONG HOTEL AMERICA NEW (Late German Club Building).

High Class Private Hotel.

No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable.

American Matron.

The Cuisine is of the best and management is under owner's direct supervision as to food, cleanliness and hygiene of the premises.

The Furnishings are new and handsome; and the Bedrooms large, cool and well ventilated.

Hongkong, 4th July, 1903.

Views of Hongkong.

ILLUSTRATED POST CARDS.

Coloured, Write-Away Cards, &c., For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORRIDOR.

Also Used and Unused Foreign and Colonial POSTAGE STAMPS.

In Sets, Packets or Single. King Edward VII. Albums. Catalogues, Hinges, &c., &c.

Inspection invited.

Hongkong, 14th June, 1903.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOTTLE CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Cannan Road, Hongkong, 13th June, 1903.

R. J. REMEDIOS, DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Ideal Milk



Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

JOINT STOCK SHARES.

Hongkong, 3rd July.

COMPANY	PAID UP.	QUOTATIONS.
Hongkong & S'hai	\$125	\$83.1
Natl. Bank of China	\$25	\$23. buyers
Bank of China	\$25	\$23. buyers
Bank of Communications	\$25	\$23. buyers
Bank of India	\$25	\$23. buyers
Bank of Japan	\$25	\$23. buyers
Bank of Korea	\$25	\$23. buyers
Bank of Persia	\$25	\$23. buyers
Bank of Siam	\$25	\$23. buyers
Bank of Tonkin	\$25	\$23. buyers
Bank of Yunnan	\$25	\$23. buyers

Printed matter and samples 1000 A.M. Registration 1000 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.)

Letters 11.00 A.M. Friday, 10th, 3.00 P.M.

Per Rube, from Hongkong, for Shanghai, Mr. and Mrs. H. E. Hancock, Mr. and Mrs. K. Dobashi, Captain and Mrs. H. H. Tebbett, Mr. Arnold, Miss W. A. Keck, Messrs. J. B. Anderson, J. C. Bartter, C. Y. Aldous, M. Pelaez, C. Chui, L. T. Shaw, Y. Y. Man, Brian Singh, Donato Andradia, G. B. Young, C. Cuo, Graciano Bersola, Andres Bersola, Co. Cuno and J. Tobias.

Per Chingta, for Australia, &c., Mr. and Mrs. W. Boyd, Mrs. G. Mowley, Mrs. R. Oswald, Messrs. A. Middleton, J. Bailey, E. Grotjahn and E. Hesse.

KOWLOON HOTEL.

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The Cuisine is excellent.

J. W. OSBORNE, J. H. DOWNS, Proprietor, Manager.

HOUSKONG HOTEL AMERICA NEW (Late German Club Building).

High Class Private Hotel.

No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable.

American Matron.

The Cuisine is of the best and management is under owner's direct supervision as to food, cleanliness and hygiene of the premises.

The Furnishings are new and handsome; and the Bedrooms large, cool and well ventilated.

Hongkong, 4th July, 1903.

Views of Hongkong.

ILLUSTRATED POST CARDS.

Coloured, Write-Away Cards, &c., For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORRIDOR.

Also Used and Unused Foreign and Colonial POSTAGE STAMPS.

In Sets, Packets or Single. King Edward VII. Albums. Catalogues, Hinges, &c., &c.

Inspection invited.

Hongkong, 14th June, 1903.

PURE FRESH WATER.

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Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Cannan Road, Hongkong, 13th June, 1903.

R. J. REMEDIOS, DEALER.

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Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable.

American Matron.

The Cuisine is of the best and management is under owner's direct supervision as to food, cleanliness and hygiene of the premises.

The Furnishings are new and handsome; and the Bedrooms large, cool and well ventilated.

Hongkong, 4th July, 1903.

Views of Hongkong.

INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, JACOB & CO., Agents.

Hongkong, 1st September, 1902.

NORTHERN ASSURANCE CO. ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO., Agents.

Hongkong, 14th January, 1903.

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.

Cash Security \$25,719.

Total Assets Paid \$2,769,240.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MYRLEIN & CO., Agents.

Hongkong, 12th May, 1903.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

SALAMONSON FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £18,378,771.

I. AUTHORIZED CAPITAL £3,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 887,500 0 0

FI. FUND 2,867,250 11 10

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHAW, TOMES & CO., Agents.

Hongkong, 13th June, 1903.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May 1895.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.

S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.

S.S. "PAISHAN," 2,200 tons, Captain A. W. Dixon.

S.S. "HANKOW," 2,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 2,280 tons, Captain J. J. Lissins.

Departures from Hongkong to Canton daily at about 7 a.m., 10 a.m. and 6 p.m. except Saturday at 7 a.m. and 10 a.m. and Sunday at 6 p.m. only.

Departures from Canton to Hongkong daily at about 8 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 p.m., as per special schedule. Sunday from Macao to Hongkong daily at about 7.30 a.m. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.

S.S. "SAINAM," 588 tons, Captain B. Branch.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves